

Today's Advertisements.

HONGKONG PHILHARMONIC SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will take place at 4.45 P.M., on FRIDAY, the 26th instant, at the City Hall.

A. H. BOTTENHEIM, Acting Hon. Sec., Hongkong Philharmonic Society, Hongkong, 17th January, 1900. [76b]

BREAD! BREAD! BREAD!!!

M. R. H. RUTTONJEE begs to inform his numerous Patrons that he is now prepared to deliver BREAD in WANCHAI and the EAST END of the City between the hours of 6 and 7 A.M.

CUSTOMERS requiring BREAD to be delivered are requested to kindly notify the same to

M. RUTTONJEE, 13 & 15, D'Almeida Street, Hongkong, 17th January, 1900. [74]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"THALES," Captain Passmore, will be despatched for the above ports, on FRIDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & CO., General Managers, Hongkong, 17th January, 1900. [67b]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIDZUKU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 17th January, 1900. [45]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship

"WOOSUNG," Captain Dawson, will be despatched as above on SUNDAY, the 21st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th January, 1900. [74b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Steamship

"DIAMANTE," Captain R. W. Almond, will be despatched for the above port, on MONDAY, the 22nd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 17th January, 1900. [72b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA (DIRECT). THE Company's Steamship

"SZECHUEN," Captain Hall, will be despatched as above on TUESDAY, the 23rd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th January, 1900. [50b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, HOLO AND CEBU. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 26th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 16th January, 1900. [73b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 26th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 16th January, 1900. [73b]

CHINA NAVIGATION COMPANY, LIMITED.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE & SPIRIT MERCHANTS.

RAINIER BEER.

PURE, SPARKLING INVIGORATING AND HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America."

PRICE:

Per Case of 6 dozen PINTS.....\$13.50 net.
" 4 " QUARTS.....\$13.50 net.

Sole Agent for Hongkong and South China:

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor. Letters on editorial matters to be sent to "The Editor" and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the contributor, not necessarily for publication, but as evidence of good faith. While the columns of the Hongkong Telegraph will always be open for the fair discussion of questions of all kinds affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS. Advertisers are requested to forward all notices, whether for insertion in that day's issue or later than Three o'clock, so as not to retard the early publication of the paper. Advertisements and Subscriptions, which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 17, 1900.

NOTES AND COMMENTS.

THE WAR.

That some big movements on foot is evidenced by the reports of the last day or two and we shall certainly shortly be in receipt of news of fighting. The news from Ladysmith to the effect that the Boers are shifting their guns from the south side of that town is satisfactory, for it shows either that the sortie of the sixth instant made a decided impression upon them, or that they fear to divide their forces too much in view of the imminence of a British advance from the south. It would certainly have been more satisfactory had we any news as to the new position to be taken up by the Boer guns, whether they have been sent to the north of Ladysmith or advanced towards the Tugela River, but it was hardly to be expected that the beleaguered garrison could be in possession of this information, and so we must rest content without it. We hope that the most sanguine anticipations of our readers will shortly be realized.

USEFUL MOTIONS.

We are pleased to see that the new Members of the Sanitary Board are coming forward with suggestions and we trust that it is not merely a case of new brooms sweeping clean. At tomorrow's meeting of the Board Major Brown, R.A.M.C., will move 4.1. That the latrine in Elgin Road, Kowloon, be removed. 2. That the matched latrine between Knutsford Terrace and Ormsby Terrace be removed, while Mr. JAMES McKIE will move "That the Public Urinal situated on the Western Boundary of the Hongkong Cricket Club ground, which at present is an antiquated, insanitary, and obnoxious nuisance, be removed entirely." Major Brown's suggestion is a good one. We have frequently drawn attention to the nuisance created by the Elgin Road latrine, but as was only to be expected, all our hints were ignored. The matched latrine should never have been erected in its present position; it is situated right between two rows of European houses and, from its faulty construction and general insanitary state is a public nuisance and a danger to health. Mr. McKIE's motion is also worth attention, and should the two new Members succeed in carrying their motions we trust that they will not be content to rest upon their laurels, but will continue the war against the nuisances created by the Board itself before entering upon any more extended plan of campaign.

THE STAR FERRY COMPANY.

We have heard many complaints anent the management of the Star Ferry Company of late, and we must say that they appear to be well founded. We do not mean to say that the business ability of the managers is open to criticism, for that is not the case, as the excellent price quoted for the shares only too eloquently proves. It is in attention to small matters of detail that the Company

has failed. It is naturally the duty of the managers to consider the interests of the shareholders as much as possible, but the passengers by the ferry launches have also to be considered and there is great room for improvement in this direction. The double-ended boats are run at most inconvenient hours so far as the public are concerned. It is seldom that one of them is put on as the "tiffin launch" or as the "business launch" in the morning. Then too, one of these larger and more comfortable boats might with advantage be run at night, when some function or other is being held in Hongkong which attracts Kowloon residents. Take the night of the first patriotic variety entertainment at the City Hall. Nearly all the Kowloon ladies were present and it was a cold night, yet, when the wharf was reached, it was found that only a small launch had been put on, with the result that the ladies, coming from a hot theatre, had to sit for ten minutes exposed to the cold breezes of the harbour. On arrival at Kowloon, too, there was not a single ricksha to be obtained and everybody had to walk home. Surely the Company could have put a big boat on the run and warned the ricksha coolies! The Company will of course answer that big boats are expensive to run and that providing rickshas is no part of their duty, but we may point out that paying such little attentions to the comfort of passengers would make the ferry service more popular and would induce people to go to an entertainment in Hongkong who would otherwise stop away. Of course, at the present time, the Star Ferry Company possesses a monopoly of the traffic, but this, in view of the growing importance of Kowloon, cannot always remain so and it would pay the Company to build up a reputation for courtesy and consideration for passengers before an opposition starts.

REUTER'S TELEGRAMS.

THE WAR.

Mafeking.

London, January 15th. Mafeking reported "all well" on the 28th December.

Natal.

The Daily Mail Correspondent at Maritzburg 12th instant says that General Warren with 11,000 men, marched eastward from Frere via Weenen. Scouts report that they found no sign of the enemy at Groblers Kloof while they ascertained that, Colenso was deserted.

All the Colonial and irregular troops have been placed under General Warren's command.

Cape Colony.

General Wood, with a force of all arms, established a post at Zoutpansdrif, North of the Orange River, on the 6th instant and made a Pontoon bridge.

LATER.

Boer Movements.

The Times Correspondent at Maritzburg, under date 13th instant, says that advances from Ladysmith, by helicopter, state it is persistently reported that the Boers, since their repulse on the 6th instant are moving their guns from the South of Ladysmith.

WEATHER REPORT.

The Observatory report says:— On the 17th at 11.55 a.m. the barometer has risen slightly on the China coast to the Northward of Hongkong. The high pressure area is still central over N. China. Gradients rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. Forecast:—Strong N.E. winds; fair.

LOCAL AND GENERAL.

THE amount resulting from the Patriotic Football Matches was \$562.57 not \$562.37 as we stated in last night's issue.

H.E. LI HUNG-CHANG has issued a notice to the public at Canton that he will take over the seals of office on the 18th inst.

OWNERS to pressure upon our columns we are forced to hold over Japanese Topics by our Yokohama correspondent, until tomorrow.

THE returns of the number of visitors to the City Hall Museum for the week ended 14th January, are:—Europeans 216, Chinese 3,022; total 3,238.

THIS morning at the Magistracy, three brothel keepers were fined \$50 each for allowing females to remain on the premises when contaminated by infectious disease. His Worship said he would deal severely with any more cases brought before him.

"ARTHUR, dear," she said, "I do wish you would not use cigarettes." "Why?" "Because you don't know what is in them." "Oh, yes, I do. Why, for the trifling sum that a cigarette costs you get nicotine, valerian, possibly a little morphia, and any quantity of carbon." She looked up into his eyes and murmured: "Arthur, dear, it does seem like a bargain, doesn't it?"—*Drislane Review.*

OUR Chinese contemporary the Tsun Wan Yat Po contains in this morning's issue, the announcement that the port of Pak Kong is shortly to be opened as a Treaty port. This most desirable event has been brought about by the prosperity that has come to Wuchow since its being opened to foreign trade. Pak Kong is a good sized village in the centre of a densely populated, thriving district and a good trade is expected to spring up. Some foreigners have already bought a few hundred mow of land near Samshui on the expectation of Pak Kong being opened to foreign trade. The villagers themselves are sensible of the difference in the value of land the change will mean, as where previously land was sold at \$10 a mow it is now difficult to find a seller at \$100, and even at the latter price, foreigners are hastening their arrangements as a further rise is expected.

THIS afternoon at the Magistracy, before Mr. Gompertz, an enquiry was held into the circumstances attending the death of a Chinaman, an employee of the Hok On Cement Works, Kowloon, who was found dead on the premises after they had been closed up for the night. The evidence showed that the man had fallen from a roof. His Honour found "Accidental death from falling from a height."

Mr. Mee Cheung, the photographer, has sent as a copy of his photograph of Li Hung-chang and H.E. the Governor, taken at Government House on Monday last. Sir Henry Blake and his guest are seated on a landing behind them are Mr. J. H. Stewart Lockhart, Vice-Consul Pizipios, Viscount Stirling, and Captain Saunders, A.D.C., together with the members of Li's staff, peering over the shoulders of whom is to be seen Mr. Ormsby, the Director of Public Works.

ANOTHER concert in aid of the "Missus and Kids' Fund is going to be held at the Victoria Recreation Club's Gymnasium on the 27th instant. We have had the pleasure of attending the social evenings given by this Club before, and can confidently say that pleasant times we have never had. The tickets, to be obtained from the Secretary and Steward of the Club, are only one dollar, which will never be missed by the greatest service to the dear ones left at home by our gallant soldiers in South Africa. We must congratulate the members of this Club on the amount they have already forwarded to Sir Thomas Jackson, a nice little \$100, and urge them on to further efforts to give a bumper concert in aid of this laudable object.

THE remarkable career of a marauding rat, says the *Liverpool Post*, has been cut suddenly and painfully short in Arundel-street, Sheffield. He had taken up his abode at an oyster-shop, and while rumbling in search of dainties chanced to get his tail between the open valves of an oyster, which at once closed upon it like a vice. Then the intruder lost all self-command, and bolted. He made straight for his hole, only to find that, although he could enter it, the oyster was too big to be pulled after him, and there he had to stay, head downward, juggling frantically, but in vain. The owner of the shop, on arriving next day, pulled the rat out of the hole, though not without a severe tug, and threw it to the dog. The rat showed fight, but after a brief struggle all was over. The oyster held on all the time, and when seen a couple of hours later was still sticking to its victim's caudal appendage.

A MEETING of the Sanitary Board will be held tomorrow, at 4.15 p.m.

ORDER OF THE DAY.

1.—Report of the Sanitary Surveyor for the Third Quarter of 1899.
2.—Major Brown, R.A.M.C., pursuant to notice, will move—
3.—That the latrine in Elgin Road, Kowloon, be removed.
4.—That the matched latrine between Knutsford Terrace and Ormsby Terrace be removed.
5.—Mr. James McKIE, pursuant to notice, will move—
6.—That the Public Urinal situated on the Western Boundary of the Hongkong Cricket Club ground, which at present is an antiquated, insanitary, and obnoxious nuisance, be removed entirely.

AGENDA.

1.—Proposal to extend the Central Market on to the ground to be reclaimed in front of it.
2.—An application for exemption from cess on creting ground surfaces.
3.—An application for permission to erect a structure in a private lane.
4.—An application for extension of time to remove cattle-sheds.
5.—An application for permission to erect two Water Closets on the ground floor of Victoria Buildings.
6.—Report by the Colonial Veterinary Surgeon that the cattle-sheds of the Dairy Farm Company at Pokfulam are free from infection.
7.—Quarterly return of samples examined under the Food and Drugs Ordinance.
8.—Applications for licences to keep cattle and swine.
9.—Further report of the progress of Bubonic Plague at Bombay City for the period 21st November to 4th December, 1899.
10.—Mortality Returns from Macao for the weeks ended the 24th and 31st December, 1899.
11.—Mortality Statistics for the Colony for the week ended the 30th December, 1899.

HONGKONG BOAT CLUB.

A scratch race will take place on the Regatta course at 5 p.m. on Thursday, 18th inst. Starter & Umpire C. H. Grace, Esq.

CREWS.

No. 1 Boat. No. 2 Boat.
Bain,.....Cox. H. Bain,.....Cox.
G. U. Young,.....Stroke. J. Danby,.....Stroke.
R. F. Johnson,.....3 H. Yeates,.....3
C. T. Butcher,.....2 Major Watson,.....2
C. H. Gale,.....1 W. Cumming,.....1
No. 3 Boat.
White,.....Cox.
A. Ellis,.....Stroke.
J. Fredericks,.....3
C. H. Katsch,.....2
Capt Warren,.....1

A launch for Members, friends and the Press will leave Queen's Statue Wharf at 4.45 p.m. for the race.
There will also be a race on Thursday, 25th inst., between a Garrison, a Club and a German crew.

ANOTHER PIRACY ON THE WEST RIVER.

There will be a good opportunity for H.E. Li Hung-chang to show the sincerity of his intentions expressed to the Governor, as reported in a recent issue, as regards the suppression of piracy on the West River. This morning we were informed of a piracy that occurred last Monday, between Kungmoon and Canton. The *Sandpiper* has been notified and so what is the meaning of the "hearty Co-operation" promised by H.E. the Viceroy of the Two Kwangs should soon be seen. The facts, as far as we have been able to ascertain are; the *Hung Lee*, a large steam launch, plying between Kungmoon and Canton, was boarded by pirates on Monday last and had property estimated at \$15,000 stolen. She at once returned to Kungmoon, arriving there at 9.40 p.m. and reported to H.M.S. *Sandpiper*, which vessel by five minutes past ten, was off in search of the pirates.

THE RECENT FIRE AT WEST POINT.

The adjourned enquiry into the recent fire at West Point took place at the Magistracy yesterday afternoon. Representatives from the interested insurance companies being in attendance. The Captain Superintendent of Police (the Hon. F. H. May) conducted the enquiry. Hong Yu Hung, master of the Wo Ki crackers shop, said his firm had 497 packages of crackers in the Chop Yik Godown when the fire occurred. His firm had about 260 boxes of crackers in No. 256, Praya West, and they were all destroyed at a previous fire. They were not insured. His firm sold crackers like those produced.

To Sir, master of the Man Wo Leung crackers shop, said that at the time of the fire he had 27 boxes of crackers in the Chop Yik Godown. The crackers produced were like those his firm sold.

P. C. (31) Ritchie, a member of the Fire Brigade stationed at West Point, said he was one of the first two firemen to arrive at the fire at the Chop Yik Godown. He seized a hose from the despatch box and went up the lane with it until he got to the third staircase. He started to play on the fire, which was principally on the top floor of No. 4 Godown. P. C. (54) Smith was with him playing on the fire through another window. While they were doing this there was an explosion as though some crackers were going off and then there was a larger explosion which drove out the door alongside of him, and he was knocked down by falling bricks. He also saw large sheets of flame at the same time.

P. C. (54) Smith corroborated. He added that when the second explosion took place—which was about five minutes after the first—burning beams were thrown some 50 or 60 feet into the air. After the second explosion he saw great many bricks on the roofs of the adjoining godowns. The first explosion took place between Nos. 3 and 4 Godowns and the second between Nos. 2 and 3. When the first explosion occurred he did not notice that any other godown besides No. 4 was alight.

Assistant-Engineer Robertson said that when P. C. Ritchie was injured he was coming down the stairs with P. C. Smith, on which Ritchie was standing. Ritchie was injured by some falling bricks caused by the first explosion. Sheets of flame came out of the window, ending Ritchie's part of the roof, was blown off and the walls were partly shattered. He was at the entrance to the lane at that time. The second explosion was worse than the first, as everything was sent flying, and the fire spread from No. 4 Godown to the godowns on the other side of the lane. He thought the first explosion took place on the first floor of No. 4 Godown. He could not say where the second took place. In his opinion, as a fireman, had it not been for the explosions the fire would have been put out in half-an-hour.

P. C. (57) Mackay, another fireman, said that on making a search on the site of the Chop Yik Godown after the fire he found the box of cartridges (produced) in No. 2 Godown, the right hand side entering from the lane. The box was lying on the top of a pile of cow hides, and on the top of the box were about two feet of rubbish, which had fallen from above. He found some more cartridges at other dates in the same godown. They were all found together in the same place. The cartridges in the box had not been discharged. He searched the other godowns besides No. 2 and found a number of exploded cartridges in No. 3 Godown.

P. C. (19) Brown also deposed to finding exploded and unexploded cartridges in No. 2 Godown. He also found the lumps of lead produced in the same place. Captain Langham, an officer of the Ordnance Department, said he had made experiments with crackers like those produced. If 500 or 600 boxes of the crackers exploded they would do a considerable amount of damage, and would spread the fire by scattering debris. Otherwise he would say the effects of the explosion would be purely local. As the result of his experiments he should say that precautions should be taken in the storing of crackers.

Mr. F. Bryone, Government Analyst, said he had made experiments with saltpetre and sulphur, with a view to seeing whether they exploded when heated together. He found that when heated together above the melting point an explosion resulted. He had visited the site of the Chop Yik Godown since the fire. He examined No. 4 Godown and found there some melted saltpetre. He had taken a sample of ordinary saltpetre which he found in the godown. He also went into No. 6 Godown where he found that a large quantity of saltpetre had been liquefied by the heat, there being a layer, one foot thick. It was not necessary to have a great heat to fuse sulphur and saltpetre together. He did not consider that heat was in the godown there would not have been an explosion.

Captain Superintendent May said that this was all the evidence he could usefully bring before the Court.

His Worship said he thought charges were entered against several persons for storing explosives.

The Captain Superintendent—Yes. His Worship said—If Captain May had not done so he should have issued warrants.

The enquiry was then closed, His Worship remarking, as he ordered the premises to be released, that he did not know that any expression of opinion from the Court was required or was desirable.

The Captain Superintendent said the storage of these crackers would receive his attention, and he hoped that soon there would be a law passed by which this foolish proceeding of storing crackers without any precautions would be put a stop to.

His Worship said he thought it would be as well if he sent a copy of the depositions to the Government.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

THE QUESTION OF TORTURE.

SIR,—In your "Notes and Comments" of yesterday's issue you say in referring to Li Hung-chang "The dictates of Oriental courtesy would prevent him from doing aught but agree with Sir Henry while a guest beneath his roof and it is a significant fact that when the question of torture was brought up Li could not even make a pretence to promise anything." Your remarks are fully borne out by the report of the interview in the *Telegraph* and the reply of the distinguished visitor—as he is called—on the subject of the Governor's statement that he insisted on no torture being inflicted on the prisoners handed over by the British Government to the Chinese Authorities is rather amusing and quite in accordance with Oriental diplomacy of which Li is a pastmaster. But Sir, especially on account of the unsatisfactory nature of the new Viceroy of Canton's reply, I venture to hope that His Excellency the Governor will insist on a guarantee being given that torture will not be inflicted in the case of every prisoner handed over to the Chinese Authorities and in doing so His Excellency will only be carrying out the instructions of the Colonial Office to the Governor-General in Canton. Of the late Li Hung-chang, the Governor-General in 1897 during the interview with the Hon. W. T. Moberly, that prisoner should be surrendered to the Chinese Authorities.

unless guaranteed to be given that the reformed prisoner be not subject to any torture. His Excellency must be aware of this, and unless the required guarantee, and a substantial guarantee, be given it is clear no prisoner ought to be handed over to the Chinese Authorities, as Sir Henry shows clearly that he intends to inflict torture if he deems it necessary to "jog" the prisoner's memory.

Yours, etc., C. A.

Hongkong, January 17th, 1900.

THE WEST POINT BUILDING COMPANY, LIMITED.

The following is the Eleventh Report of the General Agents for presentation to the ordinary meeting of shareholders, to be held at the Company's Offices, Victoria Buildings, at 11.30 o'clock a.m. on Wednesday, the 24th January, 1900.

The General Agents now submit to you a statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1899.

The net profits for the year, including the amount brought forward from the previous year, amount to \$24,647.23. From this amount an interim dividend of 75 cents per share has already been paid, and after writing off directors' and auditors' fees, it is now proposed to pay a final dividend of \$1.15 per share, making a total dividend for the twelve months of \$1.90 per share, and to carry forward the balance of \$347.23 to credit of new profit and loss account.

DIRECTORS.

The Hon. C. P. Chater, C.M.G., and the Hon. J. J. Kewick retire by rotation, but offer themselves for re-election.

The Hon. J. J. Bell-Irving and Mr. C. S. Sharp having retired, the Hon. J. J. Kewick and Mr. A. G. Wood have been appointed in their stead, and these appointments now require confirmation.

AUDIT.

The accounts have been audited by Mr. Fullerton Henderson, who now retires, but offers himself for re-election.

A. SHELTON HOOPER, Secretary to the Hong Kong Land Investment and Agency Co., Limited, General Agents for the West Point Building Co., Limited, Hongkong, 12th January, 1900.

BALANCE SHEET TO 31ST DECEMBER, 1899.

31st Dec., 1899. LIABILITIES. \$ c.
Paid-up capital..... 615,000.00
Accounts payable..... 1,030.45
Balance of profit and loss account..... 15,272.23
\$641,302.68

31st Dec., 1899. ASSETS. \$ c.
Cost of property..... 611,330.80
Cash..... 742.88
Accounts receivable..... 28,729.00
\$641,302.68

PROFIT AND LOSS ACCOUNT.

30th June, 1899. Dr. \$ c.
To interim dividend of 75 cents for half-year..... 9,375.00
31st Dec., 1899.
To fire insurance..... 2,002.75
To changes..... 594.60
To Crown rent and rates..... 4,608.70
To legal expenses..... 317.40
To repairs to buildings..... 1,876.22
To interest..... 268.24
To commission to agents..... 1,258.26
To balance to be appropriated as follows:—
Directors' fees..... \$ 500.00
Auditors' fees..... 50.00
Dividend of \$1.15 per share..... 14,375.00
Balance to be carried to account..... 347.23
15,272.23
\$35,573.38

1st Jan., 1899. Cr. \$ c.
By balance brought forward..... 4,234.94
31st Dec., 1899.
By rents..... 34,221.44
By scrip fees..... 117.00
\$35,573.38

removed the cannon to a safe distance. But at last, to the delight of everybody, "Long Tom" itself was discovered, snugly concealed behind a parapet of sandbags not less than 3 ft. thick. A 4-inch howitzer was found in an emplacement hardly less strong, with a Maxim gun between the two—posted there, apparently, for the purpose of repelling any such assault as the one we had actually delivered.

Lieutenant Turner, with a party of two sappers and six artillerymen, at once took charge of "Long Tom," and, getting to work with crowbars and hammers, smashed the breech, and the elevating gear. Two charges of gun-cotton were then placed in the breech and muzzle, and connected with fuses. While "Long Tom" was being thus provided for, similar attentions were bestowed on the howitzer by Captain Fowke and the other sappers and gunners.

The preparations being complete, General Hunter ordered the men to make their way back down the hill, and the fuses were set light, with the burning ends of the fuses' cigars. Everybody fell back, with the exception of Captain Fowke, who remained midway between the big guns, and, after a couple of minutes' suspense, a loud report showed that our object had been accomplished. Captain Fowke hastened to examine the *aberrant* and found that the gun had two good holes in its muzzle, which were badly battered, and that the breech and rifling had been destroyed beyond all chance of repair. The howitzer was in an even worse plight, the explosion having wrecked the carriage as well as the gun.

The British Prisoners at Pretoria.

HOW THEY ARE TREATED.

The following are extracts from letters communicated to the *Times*, which have been received in this country from officers who are prisoners of war at Pretoria. The first, dated November 1, says:

It never entered my head when I last wrote to you two or three days ago that my next letter would be written from here; but fortune has been unkind to us, and here the whole, or nearly the whole, of our men, having been taken prisoners of war. All letters are read before being posted, so I can say nothing of what led to it, or how it happened. It is a terrible business. There is one thing, you need fear for me no more, as my fighting in this war is over, though I wish from my heart my safety had not been gained in this manner. I say twice since I left you, I did not expect to be spared to see you again, as both times I was under a terrible hot fire, bullets, happily pointing round me. One thing of importance I must tell you. From the day I was taken prisoner till I commenced soldiering again, which may be any time, I shall not draw a penny, or pay a penny, though they may on my return give me in a lump sum, when I shall have to get an entire outfit of uniform, having lost everything, as our heavy baggage was by mistake sent after us to Dundee and fell into the hands of the Boers. I have lost over £200 worth of kit, but do not expect to get much compensation. I myself shall not want money, as the Government provides us with necessities, and I have been doing without luxuries since we left Dundee a fortnight ago, so I am a bit accustomed to roughing it, and hope I shall be able to get through the time here. The worst of it is the extreme dullness, as we are only allowed to go out on the racecourse, and nowhere in the town, so there is nothing to do or see. They treated us with every kindness after capturing us, and here, where we have just arrived this morning, we are all in a large shed on the racecourse. There are about 50 officers prisoners. Of course we had nothing but what we stood up in, and the authorities are giving us all necessities and food, but the thing will hang very heavily on our hands, and I really don't know how I shall exist till I am released. There will soon, I fear, be a dearth of notepaper, as what we have been given us by some kind person, but who I do not know. We are all teetotalers, as we are not given any spirits, and in fact all spirits are forbidden to be sold in the Transvaal during the war, and all liquor shops and refreshment rooms are closed; a very wise proceeding, but unpleasant for us.

Since writing we, the officers, have been moved from where we were to the Model Board School. It is much more comfortable, as it is a properly built building, and has a big room, where we all feed, and class-rooms, where eight of us sleep in each room. We are being very well treated and are given necessities. The food is plentiful though plain, and we are allowed to supplement it by buying things. Then we have each been presented by the Government with a suit of muffs, a toothbrush, a flannel shirt, a pair of socks, a pair of slippers, a bed, blanket, pillow, braces, and a towel each. So, you see, we are comfortable enough, and the only thing we feel is the restrictions on our liberty. This, of course, is unavoidable, unless we were let out on parole. We cannot go to the enclosure at the back of the school, so find it very hard to get any exercise, as walking up and down a strip of garden is as uninteresting as walking up and down a ship's deck. We hear no news of any kind, either about the war or European concerns. The great difficulty is to get something to do. One gets very tired of reading all day. I wish we had some chessmen. I wonder if I shall ever get a letter from you.

The other letter, dated November 3, says: Of course, it is anything but pleasant to be a prisoner, but you need not have any anxiety about me. I am fit and the Boers are most kindly supplying us with the necessities of life and a good many comforts besides, and I hope they will extend their generosity to the forwarding of letters. I am afraid I've lost all my kit, and have very little money, but don't think it's any good sending me any, though I hear they will take a cheque on Cox and Co. We are in comfortable quarters in the School of Art buildings here, but strictly guarded, as they do not seem to understand the meaning of the word "parole," though in other respects they are most kind.

BY THE MAIL.

[From Home Papers.]

Our Late Army-P.M.O.

Surgeon-General Egan, the principal medical officer of the Western District, has received orders to leave in readiness at the Military Hospital, Devonport, 160 beds for the reception of the wounded officers and men to be sent home from the Cape.

The Late Captain Wrottesley's Estate.

The late Captain the Hon. William Wrottesley, 4th Dragoon Guards, son and heir to Baron Wrottesley of Wrottesley, who died on his voyage home from India, leaves estate valued at £5,939 11s. 4d.

A Beautiful Maid of Honour.

The Queen has had during her reign many beautiful maids of honour. Miss Adeline Lollus was a very handsome young woman of 20, who was the Hon. Miss Blyth. But by far the prettiest maid of honour the Queen has had in many years is the newly-appointed Miss Dorothy Vizard, one of the daughters of Lord Vizard, who died at his post as Ambassador at Rome some years ago. Her mother, a Miss Duff, was also remarkable for her beauty.

Lady Methune.

Whilst her husband is in Africa Lady Methune is staying quietly at Corsheim Court, the family palace in Wiltshire, where she is engaged in the study of the history of the country, and is assisted by Mrs. Hobbs, the wife of Major Hobbs, who was captured by the Boers at Willow Grange whilst tending a wounded comrade upon the field of battle. The response of Wiltshire folk to the call of patriotic charity has been so abundant that Lady Methune has been exceedingly busy.

Sir Redvers Buller.

Among the numerous birthday congratulations received by Sir Redvers Buller on 7th ult. was one from the Johannesburg Devonian Society, which concludes as follows:—"Allow us to express the pride which we temporarily feel that such a worthy son of Devon should have been chosen to fight wrong and ultimately to change the Viceroy for the good old Union Jack to wave over our homes in the land of our adoption."

A Lady's Military Funeral.

The very rare spectacle has been witnessed at Colchester of a woman's military funeral. Sister Barbara Milne, of the Royal Army Nursing Department, who died in the Garrison Hospital, having been buried with full military honours. The remains were borne upon a gun-carriage, headed by the band of the Royal Warwickshire Regiment playing solemn music. The coffin was covered with a Union Jack, and many lovely wreaths from General Abadie, C.B., Colonel Martin, R.A.M.C., and the nurses and patients at the hospital. The general and staff officers and 9th Bearer Company, R.A.M.C., formed part of the procession to the cemetery.

A French View of Dr. Leyds.

M. Yves Guyot, discussing in the *Sirete* a letter from M. Van Houtel, who speaks highly of Dr. Leyds, says that Dr. Leyds was recruited on the occasion of the latter's visit to Europe. Mr. Kruger knew that the Boers were incapable of becoming good officials, and refused to take Afrikaners, whom he did not consider to be sufficiently Anglophobe. Dr. Leyds, M. Guyot continues, was sent to Europe with the sole object of preparing for the war. M. Guyot throws the responsibility for present events on the Boer Government, which in 1834 was poor, and which owes its wealth to the Outlanders, whom it treats as adventurers. —*Reader.*

Wouldn't See Him Done.

Lord Kimberley, it appears from a story told in the *Daily Chronicle*, grants pensions of six and seven shillings a week to his aged servants. One of the ancientst conceived the bright idea, in addition to the pension from his lordship, the was entitled to out-relief from the Guardians. Accordingly, he made an application, which was refused on the ground that he was already in receipt of a sufficient pension. The old man went straight to Lord Kimberley, and asked if that was fair. On being assured that it was, he at once offered to resign his pension and go into the workhouse, "for," he declared, "I won't see your lordship done over this." The story was cited as a proof that the dislike of the workhouse is not so general as is supposed. It probably only showed the old man's desire to save his master's pocket at the expense of his own feelings. Happily, however, he did not go into the workhouse.

Major-General Yule.

Universal sympathy and wishes for a complete and speedy recovery will be sent to Major-General Yule, who is recovering from a severe illness. His task was one of the most trying of any that have been set to a commander in this war, with the aggravation that it could not be accompanied by any place of glory. But he showed that there was even more in him than had already appeared in his good services as a subordinate in Afghanistan, Durmah and Afridhand. He had to take command at Dundee when his chief fell in the middle of a battle, and then he had to conduct a dispiriting and hasty retreat from an untenable position, through awful country and in awful weather. All the world knows how ably and successfully he brought his men through to Ladysmith; and it cannot be said that the strain broke him down after his task was done.

Crisis in the Leather Trade.

The unattractive prospect is held out to the public of having next year to pay much more for their boots and shoes, and, in fact, for all articles made of leather. This is attributed to a whim of fashion, which has caused a demand, especially by ladies, for boots and shoes of lighter and finer substance than that which was formerly fashionable. The result is that skins of full-grown animals are no longer in demand, and large numbers of young animals have been killed in all parts of the world instead of the usual proportion being allowed to arrive at maturity. There is now, says the *City Press*, a crisis in the leather trade, and the fine-grade kid-skins which ladies insist upon having for gloves and dainty shoes will soon be at famine prices, and smart "patent-leathers" the luxury of the rich.

M. Jean Hess Speaks.

M. Jean Hess gave a lecture at Paris on 14th ult. on his journey to the Far East, and discussed the question of the political and commercial interests of the great Powers in China. The sort of nonsense he talked will doubtless be palatable in Paris at the present moment. He wished, he said, to destroy the legend regarding British claims in that country. Great Britain contended, on the ground of her economic supremacy, that the Yangtze Valley should form part of her sphere of influence. As a matter of fact, those who provided the Yangtze people with the means of living, by purchasing their products, were Russians, Frenchmen, Americans, and Germans. There were no, or few, Englishmen there.

Mr. A. H. Savage Lander.

Mr. A. H. Savage Lander, in the course of a letter to the *Times*, writes: "To dispel once for all the impression created by attacks impugning the accuracy of my observations and surveys during my journey in S. W. Tibet in 1897, may I state that Sir Clements Markham, president of the Royal Geographical Society, properly anxious to establish the truth, ordered a new and thorough examination to be made into my geographical work by Mr. John Cole, professional expert of the society. Mr. Cole's report was read to me by Sir Clements Markham, and it is to the effect that my observations for latitude, longitude, and altitude were accurately taken and the plotting work well done, proving therefore the accuracy of the observations of Mr. Douglas Freshfield, absolutely unfounded."

M. Cornely's Report.

At a time when the latest sort of French journalism is reveling in transports of delight over the reverse sustained by General Goltz, there is, perhaps, something more than mere coincidence in the fact that one of the most-mentioned names in the most-able and respected of French journals should have taken

occasion to speak his mind about his bastard brethren. "There is still time," writes M. Cornely, in the *Figaro*, "to define and establish the responsibility of that Press which is one of the most degraded and ignominious of our national life." There is still time. But who can say whether, if the truth were known, the time is not short? Who knows when some incident may not happen which may enable that portion of the Press which is deliberately obeying the Government to force the hand of the Government and to attain its nefarious end? Still, it is something that there should still be men who, like M. Cornely, are not afraid to tell the truth about these would-be disturbers of the world's peace.

Wintry Weather.

Winter, says a mail paper, has thrown a mantle of snow over the British Isles, the fall in Scotland and the North of England being much heavier than in London. In many parts it is lying on the ground to a depth of from six to eight inches, dislocating train and, in some instances, railway traffic. In the Shires the snow and frost have put a stop to all hunting, while from Warwickshire skating is reported. The snow in London quickly melted into an unpleasant slush. Several skating casualties have already been reported from the North. The wintry weather has already had an untoward effect on the health of London, especially with respect to influenza. The fatalities attributable to this unpleasant biliousness visitor last week reached a total of forty-two, or more than double what the average has been since the spring.

The "Figaro" Talks Sense.

Once more the *Figaro* has done France a real service by daring to take what is, unfortunately, the unpopular line with regard to French relations with England. This has been achieved by seeking an interview with M. Lockroy, who, as an ex-Minister of Marine, must be admitted to speak with a certain amount of authority on naval matters. M. Lockroy declares roundly that the English are more than twice as strong as the French. "They can face France and the Triple Alliance quite by themselves." That, M. Lockroy holds, is principally due to the number of British coal stations all over the world as compared with the absence of French equivalents, and the defenceless condition of such as there are. In these circumstances M. Lockroy's last word is: "Let the insolence of England, the Queen, and her Ministers calm down; let them calm down!" And so say all of us. But what a pity it is that a few more Frenchmen who know the facts about the navies of France and England do not utter similar words of truth and soberness, and there are not a few more papers ready, like the *Figaro*, to give them publicity.

NAVAL NOTES.

Promotion for Prince Henry.

A telegram from Berlin announces that Rear-Admiral Prince Henry of Prussia has been promoted to the rank of Vice-Admiral.

The "Centurion's" Relief.

The *Centurion*, a sister ship to the *Canopus*, whose completion has been rapidly pushed forward at Chatham, is destined, it is rumoured, to be believed, to relieve the *Centurion's* flagship on the China Station.

Death of Capt. Patterson, R.N.

Captain John Cunningham Patterson, R.N., retired, died at Southwick, Sussex, on 15th ult., of double pneumonia, after a few days' illness. We may recall the fact that his sea-manship enabled him to save a squadron of gunboats while in command during a typhoon off Hongkong. While in command of the gunboat *Grasshopper*, Captain Patterson received the thanks of the King of Siam for services rendered in that country. In 1855 he received his lieutenant's commission, and was promoted to commander in 1858. He commanded the *Arion*, doing the duty of senior officer for part of the command, and at the signing of the new treaty on the occasion of the Russian Nuda's installation as Ruler of Persia. Captain Patterson, in January 1874, when in command of the *Arion*, Captain Patterson received the thanks of his Commander-in-Chief and of the Grand Duke Alexis for his services in rescuing a Russian warship from a position of great peril.

Russian Navy Estimates.

The Russian Navy Estimates for the year 1900-1901 provide for an outlay of £7,554,000, roughly representing an increase of nearly half a million sterling on the expenditure for the year now drawing to a close. The most significant feature of the programme for next year is the proposed increase of the naval personnel. At present, the active force is supposed to number 41,000 officers and men, which is considerably less than half the strength of the personnel of the British Navy. It is proposed to increase this active force to 52,250, provision being actually made for this large augmentation in the new estimates. The increase of the Russian estimates by nearly half a million sterling does not provide for increased activity in shipbuilding. A great part of this money is to be devoted to strengthening the defences of Port Arthur and of Vladivostok, leaving only half a million roubles (about £33,000) to swell the votes for actual shipbuilding. Eight new battleships are in course of construction, of which only one, the *Rostislav*, will be under 12,000 tons displacement. The Russian squadron in China waters is to be further augmented by the despatch of the battleship *Petravich* (recently at Plymouth), the gunboat *Gilguy*, and the cruiser *Nachimov*, which has been to-battered. Another battleship, the *Volynia*, with the cruisers *Korietz* and *Admiral*, two transports, carrying submarine mines, and ten of the destroyers now building, are all destined to reinforce the squadron in Chinese waters early next year.

The "General Admiral Apraxine."

The *Selet* states that there is good reason to hope that the Russian battleship *General-Admiral Apraxine*, which recently grounded on the coast of the island of Gotland, will be got off. An examination of her position has shown that the rock has penetrated into the hull not 3 ft., as at first reported, but only 13 ft. It follows from this that the damage done does not reach higher than the second bottom. Moreover, the rock on which the vessel rests is perfectly smooth except that the portion near the bow is pointed. Nine charges have been exploded with the object of blowing away the rock, and the blasting operations are to be continued, but the dynamite cartridges will be employed at a greater depth than hitherto in order to avoid injury to the ship.

New Gun Mounting.

Some time ago the *Dreadnaught*, a boat belonging to Sir William Armstrong, Whitworth, and Co., was sent by the great Elswick firm to the Admiralty in order that the Armstrong mounting for the new 12-in. gun might be fitted and tried on her. This mounting is designed for the *Excellible* group of ships; the difference between the two sets of ships consists only in a slight alteration in armament, to be fitted on the gunboat *Excellible* by Messrs. Vickers, Sons, and Maxim. Both mountings are designed for the purpose of enabling the big guns to be worked, if necessary, entirely by hand, and both are to be ready by Christmas.

The New 12-inch Gun.

There has just been erected at Portsmouth a new mounting, manufactured by Messrs. Vickers, Maxim, and Company, to carry their latest 12-in. gun. This gun, which is the most formidable weapon of its kind, is to be placed in the new battleships *Glory* and *Irresistible*. Each ship will carry four—two forward in the barbettes, and two aft, similarly mounted—and will thus have the most powerful main armament of any of our battleships up to date. The gun is 41 ft. 6 in. long, about 6 ft. longer than the 12-in. gun now in use. It has an effective range of great length, and is credited with sufficient muzzle energy to carry a projectile from Calais to Dover. The mounting, although constructed to carry such a formidable weapon, is 4 cwt. lighter than the mounting now in use, and is fitted with a chain rammer, which is designed to facilitate rapid loading. Before being placed in the ship, the mounting is to be thoroughly tested by the staff of the *Excellible* gunnery establishment. Preparations are also being made to test new mountings designed to carry the 12-in. Armstrong wire guns that are to be mounted in the barbettes of the *Formidable* and other new battleships of that class.

SHIPPING REPORTS.

Captain Williamson, of the steamship *Chonfa* from Saigon, reports—Strong monsoon and sea, clear weather throughout.

Captain Passmore, of the steamship *Thales*, from Swatow, reports—Strong monsoon, considerable sea, clear and fine. Vessels in Swatow—*Phanrang, Rellerophon, Shenking, Tzym, and Taiheong*.

NOTANDA.

CALENDAR.

JANUARY.

Meteorological means based on fifteen years' observations to 1895.
Barometer.....30.159
Thermometer.....59.7
Humidity.....74
Rainfall.....1.545

TO-DAY.

WEATHER REPORT. On the date at 10 a.m. On the date at 4 p.m.
Barometer.....30.38 30.30
Temperature.....58 57
Humidity.....67 74
Rainfall.....

TO-DAY.

Wednesday, 17th January, 1900.
Chinese—17th of 12th moon of 25th year of Kwang-shi.
Sun—Rises.....6hr. 45min.
Sets.....5hr. 35min.
High water—Morning.....1hr. 45min.
Afternoon.....9hr. 43min.
Low water—Morning.....4hr. 12min.
Afternoon.....3hr. 7min.

ANNIVERSARIES.

1706—Benjamin Franklin born.
1837—The Hongkong passage boat *Wing-sun* captured by pirates.
1878—Mr. C. W. Goodwin, Acting Judge of H.B.M.'s Supreme Court for China and Japan, died at Shanghai.
1879—Hongkong Opium Farm let for three years to Tan King Sing for \$205,000 per annum, an increase of \$73,000 on the last rental.
1885—Battle of Abu Klea.
1889—The Tai-wo gate at the Palace, Peking, destroyed.
1897—Death of George Augustus Sale.

TO-MORROW.

Thursday, 18th January, 1900.
Chinese—18th of 12th moon of 25th year of Kwang-shi.
Sun—Rises.....6hr. 45min.
Sets.....5hr. 35min.
High water—Morning.....1hr. 25min.
Afternoon.....10hr. 11min.
Low water—Morning.....4hr. 43min.
Afternoon.....3hr. 43min.

ANNIVERSARIES.

1850—Blockade of the Pivieux by Admiral Parker.
1867—Great gunpowder explosion in Hongkong harbour.
1871—King of Prussia proclaimed Emperor of Germany.
1884—General Gordon despatched to the Sudan.
1885—Steamer *Roslyn* lost on Saigon coast, crew saved.
1890—Death of Prince Henry of Battenburg. King of Denmark, who was to visit Great Britain, found the stone of the new premises of the Po Leung Kuk Society laid by H.E. the Governor.

AGENDA.

TO-DAY.
Cargo ex *Gisela* subject to rent.
H.K.V.C. ORDERS.
5.30 p.m.—Company and Carbine Drill for recruits of all units.
6.30 p.m.—"E" Co. Company and Arm Drill.
6.30 p.m.—"E" Co. Company Drill.
6.30 p.m.—Practice for unenrolled Drummers.
6.7 p.m.—Band Practice.

TO-MORROW.

Indo-China steamer *Taiyang* leaves for Singapore, Penang and Calcutta.
H.K.V.C. ORDERS.
4.30 p.m.—"F.B." "A" "B" and "C" Coys Range Finding Class, with metrometer.
5.30 p.m.—"F" Coys Gun Drill at Kowloon Dock.
5.30 p.m.—"A" "B" and "C" Coys Gun Drill at East Point.

FRIDAY, 19th.

Cargo ex *Sachsen* subject to rent.
Cargo ex *Coptic* subject to rent.
Cargo ex *Trieste* subject to rent.
H.K.V.C. ORDERS.
5.30 p.m.—Signalling class.

SATURDAY, 20th.

N. P. R. steamer *Dreaghore* for Victoria B.C. and Tacoma.
Noon.—P. & O. steamer *Assistia*, leaves, with mails, for London.
1.30 and 4.45 p.m.—Royal H.K.V.C. Third Club Race resailed.
Entries for the Hongkong Spring Races close.

SUNDAY, 21st.

C. & O. steamer *Carfax* leaves for San Diego and San Francisco.
1.30 and 4.45 Royal H.K.V.C. Sixth Club Race sailed.
Daylight.—O. & O. steamer *Coptic* leaves for San Francisco.

MONDAY, 22nd.

Cargo ex *Onang* subject to rent.
Cargo ex *Onang* subject to rent.
Cargo ex *Onang* subject to rent.
H.K.V.C. ORDERS.
5.30 p.m.—Signalling class.

TUESDAY, 23rd.

O. S. steamer *Amoria* leaves for London.
Noon.—Extraordinary meeting of the China Provident Insurance Co. Ltd.
3 p.m.—Auction sale for spaces, to erected booths and marshes for Races, on the spot.

WEDNESDAY, 24th.

Eleventh Ordinary Meeting of the West Point Building Co. Ltd. at Company's offices, Victoria Buildings.
12 noon.—Twelfth Ordinary Meeting of the Hongkong Land Investment and Agency Co. Ltd. at the same place.

THURSDAY, 25th.

The steamer *Pythius* left Singapore to-day (16th) and is due here on Sunday 21st.
The N. P. S. S. Co.'s steamer *Sikh* sailed from Tacoma for Japan and Hongkong on the 14th inst.
The N. P. S. S. Co.'s steamer *Glenogle* has arrived at Yokohama and sails for Hongkong to-day.

FRIDAY, 26th.

The steamer *Chelodra* from Calcutta and Straits left Singapore for this port on Saturday 13th inst. at 5 p.m.
The N. Y. K.'s steamer *Yamato Maru* (Australian Line) left Kobe via Moji and Nagasaki for this port yesterday and is expected to arrive here on the 23rd inst.

SATURDAY, 27th.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Kobe at 5 p.m. on Tuesday the 16th and leaves that port at 4 p.m. to-day for Hongkong via Nagasaki and Shanghai.
The P. & O. S. S. Co.'s steamer *China* with mails etc., which left hence December 20th for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 15th inst.

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SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Amoria*) to-morrow.
English (*Chusan*) 19th inst.
Indian (*Chelodra*) 19th inst.
English (*Bengal*) 20th inst.
Tacoma (*Pythius*) 20th inst.
Canadian (*Empress of India*) 22nd inst.
German (*Karlsruhe*) 23rd inst.
German (*Oldenburg*) 23rd inst.
American (*Gaelic*) 3rd prox.

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HONGKONG AND WHAMPOA DOCK RETURNS.
Ata de Cuba.....at Kowloon Dock.
Isa de Luzon....." "
H.I.G.M.S. Herd....." "
H.I.G.M.S. Giffen....." "
U.S.S. Monadnock....." "
Kiangtung....." "
Trafalgar....." "
Diamond....." "
Powen....." "
Kishin Maru....." "
Dejean d'Australia.....Cosmopolitan
Dejean....." "
Dupine....." "

STAMERS EXPECTED.

Steamer	From	Due
America Maru	Shanghai	To-morrow
Cathay	Singapore	To-morrow
Kanagawa Maru	Singapore	To-morrow
Chusan	Singapore	Jan. 19th
Chelodra	Singapore	Jan. 19th
Bisayo	Singapore	Jan. 19th
Bengal	Singapore	Jan. 20th
Carlisle City	Japan	Jan. 20th
Tacoma	Kobe	Jan. 20th
Pythius	Singapore	Jan. 21st

Auctions.

PUBLIC AUCTION.

BY ORDER OF THE REGISTRAR OF THE SUPREME COURT.

THE Undersigned will Sell by PUBLIC AUCTION,

on FRIDAY, the 19th January, 1900, at NOON, at their SALES ROOM, ICE HOUSE STREET. Several BICYCLES, TYPEWRITERS, one FILTER, one CHURCH'S SAFE, one BLACK-SMITH'S FORGE and a Quantity of MECHANICS' TOOLS, &c., &c. Seized under Distraint for Rent and Writ of Execution, the Property of M. MERGENTHALER.

TERMS:—As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 15th January, 1900. [64b]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 22nd January, 1900, at 3 P.M., at their Sales Rooms, Ice House Street. THE VALUABLE PROPERTY KNOWN AS "DUNNOTTAR," on Rural Building Lot No. 20. The Peak. For further Particulars, apply to Messrs. LINSTED & DAVIS, and/or HUGHES & HOUGH, Auctioneers. Hongkong, 15th January, 1900. [57b]

PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION,

on TUESDAY, the 23rd January, 1900, at 3 P.M., on the Spot. THE SEVERAL LOTS numbered 1 to 10 on Plan to be seen at the AUCTIONEER'S OFFICE, for Erection of Booths and Markets on the Government Ground adjoining the Race Course, North of the Grand Stand enclosure. TERMS:—As Usual. For Conditions of Sale, apply to HUGHES & HOUGH, Auctioneers. Hongkong, 15th January, 1900. [63b]

Notice of Firms.

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us. T. RAUCHENSTEIN & CO., 12, Beaufield Arcade. Hongkong, 3rd January, 1900. [20a]

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING, MOK KUN HUI, MOK YUEK LUI. Hongkong, 3rd January, 1900. [21b]

For Sale.

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of TOYS AND FANCY GOODS, AT MODERATE PRICES. D. NOMA, No. 12, Beaufield Arcade, Opposite the City Hall. Hongkong, 16th December, 1899. [41]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor:— THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:— WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [44]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH, AND LONDON.

WITHOUT TRANSSHIPMENT.

STEAMERS. Tons. S'hai. H'kong. S'pore. LEAVE.

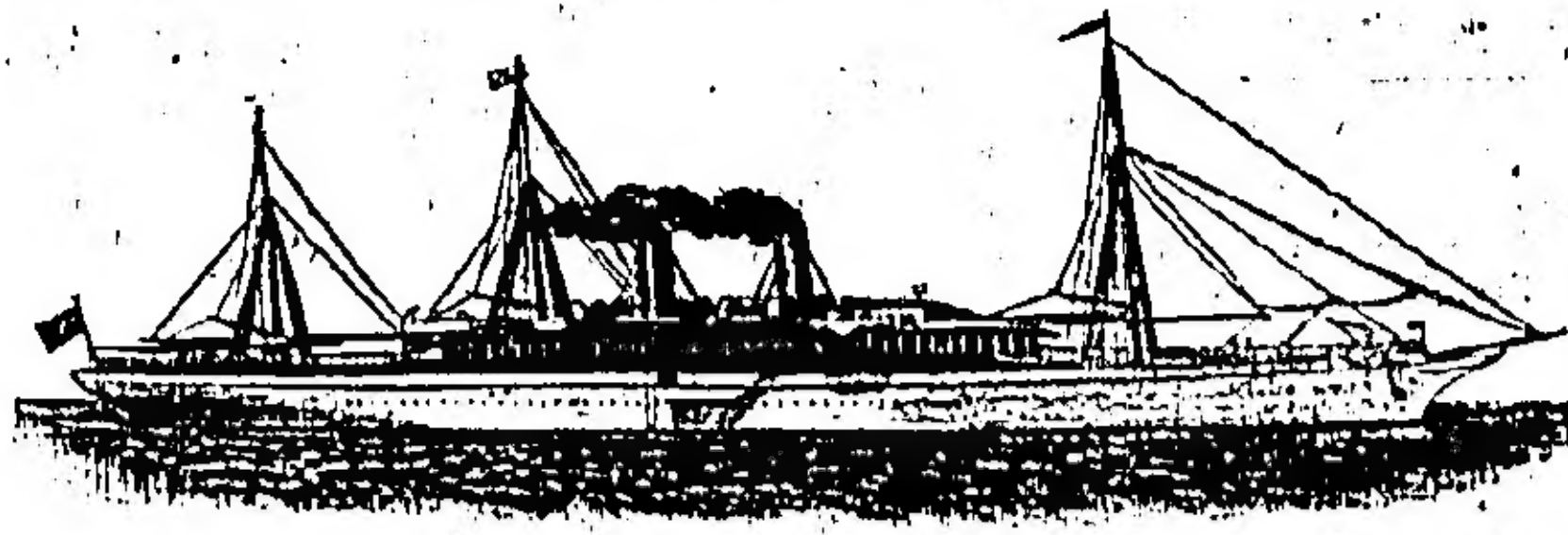
Parramatta 4866 Mar. 27 Mar. 31 April 6

Matilla 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong, 4th December, 1899. [39]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street. Hongkong, 17th January, 1900. [3]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Vancouver 3,567 G. E. Elliott Jan. 20

Tacoma 3,811 A. Dixon Jan. 30

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Abercrombie 3,777 J. Murray Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 8th January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Curlew City 3,002 Sunday Jan. 21

Carrollthenshire 2,929 about Feb. 2

Belgian King 3,379 about Feb. 21

Thyra 3,406 about Mar. 6

Lady Joice 3,406 about Mar. 31

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on SUNDAY, the 21st instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th January, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"MASSILIA," Captain C. Gadd, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 6th January, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Sunday, 21st Jan., at Daylight.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 13th Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

THE Company's Steamship

"COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SUNDAY, the 21st instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent. Hongkong, 17th January, 1900. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU.....	AMOI, SHANGHAI, CHEMUL-PO AND NAGASAKI.....	To-morrow, 18th Jan., at Daylight.
MIKE MARU.....	KOBE and YOKOHAMA.....	To-morrow, 18th Jan., at 4 P.M.
KANAGAWA MARU.....	KOBE and YOKOHAMA.....	Friday, 19th Jan., at 4 P.M.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	Saturday, 20th Jan., at 4 P.M.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	Friday, 20th Jan., at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.....	Friday, 26th Jan., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager. [6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA.....	HAVRE and HAMBURG.....	22nd January.
Bismarck.....	(LONDON with transhipment in HAMBURG).....	29th January.
Madras.....	HAVRE and HAMBURG.....	January.
"SILESIA".....	(LONDON with transhipment in HAMBURG).....	About 31st January.
Behrens.....	MARSEILLES, HAVRE and HAMBURG.....	February.
HOLSATIA.....	HAVRE and HAMBURG.....	About 8th February.
Bahle.....	(LONDON with transhipment in HAMBURG).....	February.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents. [27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent. Hongkong, 4th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"ALCOA" (via Moji, Kobe, Yokohama & Honolulu) Thursday, 1st Feb., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

THE U.S. Mail Chartered Steamship

"ALCOA," will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on or about THURSDAY, the 1st February.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent. Hongkong, 21st December, 1899. [1]

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Company will be held at the OFFICE of the Company, No. 9, Praya Central, on TUESDAY, the 23rd of January, at NOON, when the SUBJOINED RESOLUTIONS will be proposed. Should the Resolutions be passed by the required majority, they will be submitted for confirmation as SPECIAL RESOLUTIONS at a SECOND EXTRA-ORDINARY GENERAL MEETING, which will be subsequently convened.

RESOLUTIONS:

"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each."

"That the commission of the General Managers be reduced to 5 per cent., and that the figure '8' in the sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure '1' substituted therefor."

SHEWAN, TOMES & CO., General Managers. Hongkong, 16th January, 1900. [56b]

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM BY ARTHUR SULLIVAN.

Has created a furor unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [20]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
114, Queen's Road, Hongkong.

Hongkong, 9th March, 1897. [37]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply c/o This Office.

Hongkong, 18th August, 1899. [1048a]

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H. Levy, Mr. L. A. Lewis, Miss W. R. Taylor, Mr. H. A. and children, Macmillan, Mr. A. C. Malon, Mr. A. C. Maydon, Mr. J. Y. Benson, Mr. W. Blackburn, Com. R. N. Bottenheim, Mr. and Mrs. A. H. Brown, Mr. and Mrs. E. W. Burgdorf, Mr. T. F. Butler, Mr. A. H. Carter, Mr. A. B. Church, Mr. and Mrs. W. T. Clark, Dr. and Mrs. F. Clemensha, Mr. W. A. Conliffe, Miss Dawson, Com. P. H. Dawson, Mrs. L. and family, Denroche, Mr. P. C. Drummond, Dr. Eddy, Mr. and Mrs. T. H. Foster, Mr. M. R. Glendinning, Mr. H. Glover, Mr. H. Goddard, Capt. Griffith, Major and Mrs. Groves, Mrs. Hall, Mr. R. J. Hayakawa, Mr. Y. Henderson, Mr. F. Henneberger, Miss Henneberger, Miss Holscher, Mr. A. G. Horden, Mr. J. W. Horsey, Mr. and Mrs. H. H. Howard, Mr. T. Howe, Mr. W. N. Hutchinson, Mr. J. O. Jach, Mr. R. Jefferys, Major and Mrs. Joseph, Mr. and Mrs. Katch, Mr. E. A. Kinghorn, Mr. C. H. Kose, Mr. A. Leggat, Mr. E. A. Lemaire, Mr. P.

The Share Market.

LATEST QUOTATIONS.

(January 17th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	34 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	41 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	45 1/2 buyers
National Bank of China, Ltd.	£ 8	8 1/2
Do. Founders	£ 1	8 1/2
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$57
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc., Ltd.	\$ 60	\$112
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$21
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$330
China Fire Ins. Co., Ltd.	\$ 20	\$88
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$314
Indo-China Steam Navigation Co., Ltd.	£ 10	\$86
China & Manila S.S. Co., Ltd.	\$ 50	\$85
Douglas Steamship Co., Ltd.	\$ 50	\$51
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	£9.15 buyers
China Mutual S. N. Co., Ltd.—(Ordinary)	£ 10	£9.10
China Mutual S. N. Co., Ltd.—(Ordinary)	£ 5	£4.15
Star Ferry Co., Ltd.	£ 10	\$201
"Shell" Transport & Trading Co., Ltd.	£ 100	£240
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$120
Luzon Sugar Refining Co., Ltd.	\$ 100	\$471
Mining.		
Punjab Mining Co., Ltd.	\$ 6	\$64
Punjab Mining Preference Shares	\$ 1	\$1.30
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.40
Jelebu Mining & Trading Co., Ltd.	\$ 5	\$121
Raub Altin Gold Mining Co., Ltd.	15s. 10d.	\$614
Olivers' Freehold Mines, Ltd.	\$ 5	\$9
Olivers' Freehold Mines, Ltd.	\$ 4	\$8
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40
Do. (Wharves and Godowns)	\$ 125	540 1/2 premium
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$88
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$45 buyers
New Amoy Dock Co., Ltd.	\$ 6	\$21
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$10.15
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$17
Kowloon Land and Building Co., Ltd.	\$ 30	\$28
West Point Building Co., Ltd.	\$ 50	\$37
Hongkong Hotel Co., Ltd.	\$ 50	\$123
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$9.15
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$ 100	\$50
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 55
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 65
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 73 1/2
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 373
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$29 1/2
China-Borneo Co., Ltd.	\$ 15	\$15
A. S. Watson & Co., Ltd.	\$ 10	\$16 1/2
Watkins, Limited	\$ 10	\$10 1/2
Hongkong Electric Co., Limited	\$ 10	\$10
Hongkong Electric Co., Limited	\$ 2	\$2
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$250 sales and buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$50
H'kong Ice Co., Ltd.	\$ 25	\$135
H'kong High Level Tramways Co., Ltd.	\$ 100	\$145
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$2
Union Asbestos & Oriental Agency, Ltd.	\$ 4	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4
BENJAMIN, KELLY & POTTS, Share Brokers.		
Telegraph Address—"Rialto". Telephone No. 148.		

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bermadongue, Mr. Louis Kofod, Capt. Brayne, Mr. H. F. R. Lee, Mr. J. E. Bruce, Admiral & Mrs. Longuet, Mr. and Mrs. and maid, C. W. Bure, Mr. P. Marie, Madame St. Clarke, Capt. and Mrs. Mitchell, Mr. R. A. C. Dann, Mr. G. H. Mounsey, Mr. and Mrs. Denison, Mr. A. L. O'Gorman, Lt.-Col. The Dow, Mr. P. Peters, Dr. Marx Elsdale, Colonel H. Pollock, Hon. H. E. Rzeicki, Mr. J. S. Prynn, Capt. H. V. Forbes, Mr. A. R. Sinclair, Mr. A. S. Smith, Mr. A. H. Smith, Mr. A. Findlay Gros, Mr. Edward F. Stokes, Mr. A. G. Hallifax, Mr. and Mrs. Stokes, Mr. A. P. E. R. Thomson, Mr. O. D. Helm, Mr. H. L. Wardwell, Misses (2) Hillerbrandt, Capt. Wheeler, Miss Iburg, Mrs. Wheeler, Mr. G. H. John, Major G. R. St.

CRAGIEBURN.
Andrews, Mrs. Simonds, Capt. C. B. Clementi, Mr. C. R. A. Cottam, Mr. and Mrs. Snow, Lt. C. F. U.S.N. J. P. and son, Snow, Mrs. C. F. and daughter, Flynn, R.N. Rev. F. Johnson, Rev. F. T. Strong, Dr. Richard Johnston, Mr. R. F. Volpicelli, Consul Libeaud, Mrs. Volpicelli, Madame Simmonds, Mrs.

EXCHANGE.
Hongkong, 17th January.
ON LONDON, Telegraphic Transfer, 1/11 7/16 Bank Bills, on demand, 1/11 9/16 Credits, 4 months' sight, 1/11 9/16 "Dimeus, 4 months' sight, 1/11 9/16 ON BRILLIN, demand, 1/11 2/01 ON PARIS, Bank Bills, on demand, 1/11 2/01 Credits, 4 months' sight, 1/11 2/01 ON NEW YORK, Bank Bills, on demand, 1/11 4/27 Credits, 30 days' sight, 1/11 4/27 ON HONKONG, Telegraphic Transfer, 1/11 1/13 On demand, 1/11 1/13 ON SHANGHAI, Telegraphic Transfer, 1/11 1/13 Private, 30 days' sight, 1/11 1/13 ON YOKOHAMA, T.T., 31 per cent. prem. Sovereigns, Bank Rate, 1/11 5/0.24 Gold Leaf 100 touch, per fine, 55.56 Bar Silver, 22 per cent. prem. 27 1/2 Dollars, 22 per cent. prem.

OPIMUM QUOTATIONS.
Hongkong, 17th January.
New Patna 92 1/2 per chest.
New Benares 92 1/2
New Malwa 92 1/2 per picul.
Old Malwa 92 1/2
Persian, paper tied 84 1/2 85 1/2
Best Quality 84 1/2 85 1/2

VESSELS IN PORT.
Steamers.
AMARA, British steamer, 1,705, C. J. Matlock, 16th Jan., Chinkiang via Wuhu and Woosung 13th Jan., General and Nuts.—Jardine, Matheson & Co.
COPTIC, British steamer, 2,744, J. C. Rinder, R.N.R., 11th Jan., San Francisco 13th Dec., and Shanghai 9th Jan., Malls and General.—O. & S. S. Co.
DAPHNE, German steamer, 1,291, Th. Nissen, 31st Dec., Kuchinozu 26th Dec., Co.—Siemssen & Co.
DEUTEROS, German steamer, 1,201, E. Petersen, 12th Jan., Saigon 7th Jan., Rice.—Siemssen & Co.
DEVAYONNE, British steamer, 1,057, Richard Curtis, 13th Jan., Bangkok 4th Jan., and Ang Hin 5th Jan., General.—Yuen Fat Hong.
DIAMANTE, British steamer, 1,225, R. W. Almond, 13th Jan., Manila 10th Jan., General.—Shevan, Tomes & Co.
HONGKONG, French steamer, 739, Bastian, 27th Dec., Haiphong and Hoibow 26th Dec., General.—A. R. Mary.
KONOURA MARU, Japanese steamer, 1,354, K. Shina, 13th Jan., Manila 10th Jan., Sugar.—Dodwell & Co., Ltd.
KORAI MARU, Japanese steamer, 1,418, J. Nagao, 11th Jan., Swatow 10th Jan., General.—Nippon Yusen Kaisha.
MACDUFF, British steamer, 1,882, R. Glegg, 16th Jan., Moji 11th Jan., General.—Dodwell & Co., Ltd.
MEMURU, British steamer, 1,980, S. J. George, 6th Dec., Swatow 10th Jan., Cheribon 25th Nov., Sugar.—Jardine, Matheson & Co.
MICHAEL JENSEN, German steamer, 2,710, Hemmet, 13th Jan., Haiphong 11th Jan., Rice.—Jensen & Co.
MIKE MARU, Japanese steamer, 2,050, S. Kawamura, 16th Jan., Singapore 9th Jan., General.—Nippon Yusen Kaisha.
ON SANG, British steamer, 1,787, J. Young, 14th Jan., San Francisco 5th Dec., and Yokohama 3th Jan., Malls and General.—J. S. Van Buren.
QUAKA, German steamer, 1,146, H. Johannsen, 11th Jan., Moji 6th Jan., Coals.—Sander, Wieler & Co.
ST. PAUL, American steamer, 1,866, Hay, 10th Jan., Manila 6th Jan., Ballast.—Order.
ST. REGULUS, British steamer, 1,990, C. W. McMillen, 16th Jan., New York 11th Nov., and Singapore 9th Jan., General.—Dodwell & Co., Ltd.
SAKURA MARU, Japanese steamer, 1,830, W. W. Green, 16th Jan., Moji 11th Jan., Coal.—Nippon Yusen Kaisha.
SHANTUNG, British steamer, 1,835, A. W. Sales, 16th Jan., Moji 9th Jan., Coal.—Butterfield & Swire.
TAISANG, British steamer, 1,544, W. E. Quver, 15th Jan., Canton 14th Jan., General.—Jardine, Matheson & Co.
TSINAN, British steamer, 1,550, O. Anderson, 2nd Jan., Sydney and Melbourne 9th Dec., Coal and General.—Butterfield & Swire.
Sailing Vessels.
BITTERN, British barkentine, 309, Thos. Aikin, 13th Jan., Fremantle via Geraldton 10th Jan., Sandalwood.—Siemssen & Co.
KING ARTHUR, British ship, 1,562, Robertson, 1st Jan., Cardiff 3rd August, Coal.—Admiralty.
TRAFALGAR, British 4-masted bark, 1,616, M. S. Wright, 26th Dec., Hongkong 15th Dec., Ballast.—Sander, Wieler & Co.
VALE OF DOON, British bark, 661, J. Peterson, 11th Dec., Rajang, Sarawak, N.B. 15th Nov., Hardwood.—Order.
WARATAH, British schooner, 25, Haynes, 23rd Sept., Takow 15th Sept., Ballast.—Mr. F. W. Hall.
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 13th Oct., New York 7th May, and Rio Janeiro 11th July, Kerosene.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS.
ON THE CHINA STATION.
Hongkong, January 17th, 1900.
Alacry, despatch vessel, 1,700 tons, 10 1/2 p.d. g. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.
Algerie, sloop, 1,050 tons, 6 guns, 1,700 h.p., Comdr. E. J. W. Slide, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Manila.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain-Hon. S. C. J. Colville, C.B., Hongkong.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wrey, Hongkong.
Canterbury, British flag-ship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. W. Ingham, Hankow.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.
Eis, coast defence gunboat, 363 tons, 3 guns, 1,200 h.p., Lieut.-Comdr. C. Chadwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Humber, storeship, 1,640 tons, 800 h.p., Com. L. J. Davidson, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Hongkong.
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Wuchow.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. G. Douglas, Hongkong.
Phaethon, British gunboat, 1,015 tons, Comdr. Hamilton, Hongkong.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wei.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.
Redpoll, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 1,200 h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomburgk, Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Comdr. W. P. Dawson, Hongkong.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wivenhoe, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Liberal, Portuguese gunboat, 388 tons, Comdr. Cunha, Hongkong.
Presidente Sarmentto, Argentine cruiser, 2,850 tons, Capt. Butcher, Manila.
FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Bobbe, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimiri Donskoy, Russian armoured cruiser, 5,393 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shurin, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalovsky, at Nagasaki.
Koryetev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 12 guns, 14,500 h.p., Captain Yenish, at Nagasaki.
Naryednik, Russian cruiser, 1,341 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriakov, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Niedermiller, en route Singapore.
Rostia, Russian armoured cruiser, 12,000 tons, 22 guns, 14,500 h.p., Capt. Demoljoff, at Vladivostok.
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Silachy, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Strel Viliy, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.
Sivoutch, Russian gunboat, 930 tons, twin screw 13 guns, 1,200 h.p., Capt. Subatkin, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemoilpo.
Vorotok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouisky, at Nagasaki.
Vradnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliat, at Nagasaki.
Zabaki, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.
(1st and 2nd class.)
Forel, Russian torpedo boat, 33 tons, 1 gun, 220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4 guns, 170 h.p., 16 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,500 h.p., 24 knots.
Novorostich, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podoroshik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorionk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauser, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungler, Russian torpedo boat, 240 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)
Borzo, 1st class, Russian torpedo boat, 81 tons, 1 gun, 2 torp tubes, 1,100 h.p., speed 21 knots.
Reval, 1st class, Russian torpedo boat, 96 tons, 3 guns, 4 torp tubes 780 h.p., speed 22 knots.
Svedborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Usury, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeieff.
† Flagship of Rear-Admiral F. V. Dubosoff.
† Flagship of Rear-Admiral Reunoff.
THE FRENCH SQUADRON.
Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,114 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Saigon.
Desbarres, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, Kwang-chow-wan.
Eury, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chau-wan.
Kersaint, 3rd class cruiser, 1,243 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, Kwang-chau-wan.
Paschal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Kwang-chau-wan.
Surprise, gunboat, 627 tons, 10 guns, 860 h.p., Capt. Mornet, at Saigon.
† Flagship of Vice-Admiral Courjelles.
THE GERMAN SQUADRON.
Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Röllmann, Hongkong.
Hansa, German cruiser, 6,400 tons, Capt. Pohl, Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. V. Usedom, at Hongkong.
Ilia, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, en route Canton.
Irma, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Nagasaki.
Jaguar, German cruiser, Captain Kinderling, at Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,940 h.p., Captain Gulich, at Shanghai.
† Flagship of Admiral Fritze.
THE AMERICAN SQUADRON.
Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Hongkong.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 4,350 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.
Culgo, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Gleichen, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nizro, at Manila.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. C. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,038 tons, 4 guns, 1,244 h.p., Comdr. E. H. C. Letzner, at Manila.
Nanshan, U.S. collier, Lieut. L. A. Kaiser.
Oregon, 1st class U.S. battleship, 12,388 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.
Solado, U.S. cruiser, 5,500 tons, Comdr. Demlap, at Hongkong.
Whitell, U.S. gunboat, 1,000 tons, 6 guns, 1,681 h.p., Comdr. W. T. Burwell, at Hongkong.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
THE ITALIAN SQUADRON.
Carlo Alberto, Italian cruiser, 7,300 tons, Capt. R. Call, Shanghai.
Ella, Italian cruiser, 2,720 tons, Capt. Cecconi, Shanghai.
Etna, Italian cruiser, 3,500 tons, Capt. G. Giorello, Singapore.
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Shanghai.
Sironio, Italian cruiser, 4,000 tons, 36 guns, 6,252 h.p., Capt. C. Bregante, Singapore.
JAPANESE MEN-OF-WAR.
Battleships.
Yashima, 1st class, 12,450 tons, 36 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.
Chinyen, 1st class